

PART I GENERAL

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY CO, FITRON ONE ZERO TWO	2. SERIAL NO. VF-102 2-67A	3. STD. LOCAL OF MISHAP 2220A	4. MODEL AIRCRAFT F-4B	5. BUREAU NUMBER 152207
6. TO: Commander, Naval Aviation Safety Center	9. LOCATION OF MISHAP 36°44' N 16°46' E		10. DAMAGE ALPHA	
7. VIA: COMCVM SIX	11. TIME OF DAY 2220	12. TIME IN FLIGHT 3 min	13. FLIGHT CODE 3A6	
USS AMERICA (CVA-66)	14. CLEARED FROM: CVA-66 TO: CVA-66			
COMCARDIV FOUR	15. TYPE CLEARANCE VPR			
COMNAVAIRLANT	16. AIRSPEED est. 300 kts			
18. BRIEF DESCRIPTION OF MISHAP After night catapult launch, gyro failed, pilot became disoriented, crew ejected.		17. A/C HEIGHT 47,000		
19. ELEVATION AT TIME OF MISHAP 0		TERRAIN NA		
20. LIST MODEL, MAKE, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C) NA				
FACTOR		FACTOR		FACTOR

SECTION B CONTRIBUTING FACTORS

SECTION C PERSONNEL DATA

1. NAME (LAST, FIRST, & MIDDLE INITIAL) PILOT (AT CONTROLS AT TIME OF MISHAP) BARENTI, J. G.	2. GRADE LCDR	3. SERVICE NO. (b) (6)	4. BRANCH OF SERVICE USN	5. AGE (b) (6)	6. YEARS OF SERVICE (b) (6)	7. BILLET CVM-6 LSO	8. POSITION Pilot	9. GRADE F
10. PILOT IDENTIFY & SIGNATURE SEPARATE PAGE 11 MANLOVE, D. N.	11. GRADE ENS	12. SERVICE NO. 1325	13. BRANCH OF SERVICE USNR	14. AGE 1	15. YEARS OF SERVICE 1	16. BILLET Material Officer	17. POSITION N.F.O.	18. GRADE O
11. ITEM				17. ITEM				
ALL MODELS				CV LANDINGS DAY/NIGHT				
3067				ALL 309/133				
12. ALL MODELS IN LAST 12 MONTHS				IN MODEL 203/88				
299				18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT				
13. ALL MODELS IN LAST 3 MONTHS				ALL 5/27				
55				IN MODEL 5/9				
14. ALL SERIES THIS MODEL				19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED				
A/C 1282.5				ALL 3.5/4.5				
OFT/OPT unknown				IN MODEL 3.5/3.8				
15. ALL SERIES THIS MODEL				20. NIGHT HOURS LAST 3 MONTHS				
A/C 275.3				ALL 6.0				
OFT/OPT unknown				IN MODEL 6.0				
16. ALL SERIES THIS MODEL				21. TOTAL HOURS IN JETS (if jet mishap)				
A/C 36.1				HELDS (if helo mishap)				
OFT/OPT unknown				22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL				
DATE/GRADE LAST NATOPS STANDARDIZATION CHECK				DATE 31 Jan 67				
unknown				DURATION 1.4				
23. TYPE INSTRUMENT				SPECIAL HANDLING REQUIRED				
24. NAME (LAST, FIRST, & MIDDLE INITIAL)				25. GRADE				
26. SERVICE NO.				27. BRANCH OF SERVICE				
28. AGE				29. YEARS OF SERVICE				
30. BILLET				31. POSITION				
32. GRADE				33. NAME (LAST, FIRST, & MIDDLE INITIAL)				
34. SERVICE NO.				35. GRADE				
36. BRANCH OF SERVICE				37. AGE				
38. YEARS OF SERVICE				39. BILLET				
40. POSITION				41. GRADE				
42. NAME (LAST, FIRST, & MIDDLE INITIAL)				43. SERVICE NO.				
44. GRADE				45. BRANCH OF SERVICE				
46. AGE				47. YEARS OF SERVICE				
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94. POSITION				95. GRADE				
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182. YEARS OF SERVICE				183. BILLET				
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514. AGE				515. YEARS OF SERVICE				
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520. SERVICE NO.				521. GRADE				
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524. YEARS OF SERVICE				525. BILLET				
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528. NAME (LAST, FIRST, & MIDDLE INITIAL)				529. SERVICE NO.				
530. GRADE				531. BRANCH OF SERVICE				
532. AGE				533. YEARS OF SERVICE				
534. BILLET				535. POSITION				
536. GRADE				537. NAME (LAST, FIRST, & MIDDLE INITIAL)				

PART 1: MAINTENANCE, MATERIAL, AND FACILITIES DATA										
A. A/C HISTORY	1. DATE OF MANUFACTURE	2. FLIGHT HRS. SINCE ACCEPTANCE	3. NO. OF PAR/ OVERHAUL	4. MONTHS SINCE LAST PAR/ OVERHAUL	5. FLT. HRS. SINCE LAST PAR/ OVERHAUL	6. LAST/ PAR OVERHAUL ACTIVITY	7. TYPE OF LAST CHECK PERFORMED	8. FLIGHT HOURS SINCE LAST CHECK	9. DAYS SINCE LAST CHECK	
	6 JAN 65	862.3	One	Six	225.1	NAS NORIS	ODD	54.2	83	
B. ENGINE HISTORY	1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS. SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS DIR. REQUESTED?	6. FLT. HRS. SINCE LAST OVERHAUL	7. LAST OVERHAUL ACTIVITY	8. TYPE OF LAST CHECK PERFORMED	9. FLIGHT HOURS SINCE LAST CHECK	10. DAYS SINCE LAST CHECK
	(1) J79-8B	401472	804.3	One		505.2	NAS QUONSET	ACCEPT	50.9	58
	(2) J79-8B	421582	870.5	None				ODD	55.9	83
	(3)									
C. COMPONENT HISTORY	1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURER'S PART NUMBER	3. TOTAL HRS. ON PART	4. NO. OF OVER- HALLS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR. REQUESTED?	8. SER. NO. FOR/ RFFUR		
	(1) Displacement Gyro	CN494A/AJB-3	UNK	UNK	UNK	UNK				
	(2)									
	(3)									
D. INCIDENTS & GROUND ACCIDENTS	1. PARTS REPAIRED		2. DIRECT MANHOURS INVOLVED		3. PARTS REPLACED					
	PART NUMBER	NOMENCLATURE	PART NUMBER	NOMENCLATURE						
N.A.										
E. ENGINE FAILURES	JET ENGINE FLAMEOUT (Include intentional securing to prevent engine damage)									
	AT TIME OF FLAMEOUT	1. ALTITUDE	2. IAS	3. RPM	4. EST.	5. HANDOVER AT TIME OF FLAMEOUT	6. FUEL FLOW	7. ATTITUDE		
	N.A.									
	8. G FORCES	9. RELIGHT	10. ALTITUDE	11. IAS	12. MAX EST	13. FUEL CONTROL	14. NO. RELIGHT ATTEMPTS			
INTENTIONAL SECURE	15. ENGINE SYMPTOMS	16. CAUSE OF SYMPTOMS								
RECIPROCATING ENGINE FAILURE										
17. ALTITUDE	18. IAS	19. ATTITUDE	20. RPM	21. MAP	22. TORQUE/BNP	23. FUEL FLOW PRESSURE	24. OIL PRESSURE			
N.A.										
INTENTIONAL SECURE	25. ENGINE SYMPTOMS	26. CAUSE OF SYMPTOMS								
F. OTHER REPORT	IDENTIFY OTHER REPORTS CONCERNING THIS AIRCRAFT									
	1. AMPUR SERIAL NUMBER N.A.									
	2. DIR MESSAGE REQUEST DATE-TIME-GROUP									
	3. OTHER									

SPECIAL HANDLING REQUIRED
in accordance with
PARA 66 OPNAVINST 3750.6E

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1 (Rev. 3-63) Page 3.

SPECIAL HANDLING REQUIRED in accordance with
Para. 66, OPNAV INSTRUCTION 3750.6, effective 1-64 edition

OPNAV REPORT 3750-1

1. EQUIPMENT INVOLVED <input checked="" type="checkbox"/> CATAPULT <input type="checkbox"/> ARRESTING GEAR		2. PRESSURE SETTING 500 PSI		3. WIND OVER DECK 25 knots		4. RELATIVE WIND 345°/32		5. APPROACH/END SPEED Shuttle 143 kts	
6. MARK NUMBER C-13		7. MODEL NUMBER 1		8. LOCATION ON SHIP No. 3, waist inboard		9. LAUNCHING BRIDLE AND BRIDLE ARRESTER NAEL 608904-1 Mk 2 MOD 0			
10. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED N.A.									
11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, weldings and other expendable equipment need not be reported herein.									
12. ENGAGED		13. DECK RUNOUT (FEET)		14. HAM TRAVEL (INCHES)		15. CONTROL VALVE SETTINGS CONSTANT PRESSURE CONSTANT RUN-OUT (WT. LBS.)		16. COMMENTS (for cable failures specify no. landings and months in service)	
DECK PENDANT		N.A.							
DECK PENDANT									
BARRIER/BARRICADE									
FOR ACCIDENTS ABOARD CARRIERS (Complete on pilot)									
1. DATE DEPLOYED COMUS 11 Jan 67		3. DAY HOURS/LANDINGS SINCE DEPLOYMENT 11.9/7		4. DAY HOURS/LANDINGS LAST 30 DAYS 13.3/7		5. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED 1.2/2.1		7. NIGHT HOURS/LANDINGS LAST 30 DAYS 2.6/2	
WEATHER AT SCENE OF MISHAP									
1. CEILING Clear		2. VISIBILITY 6 mi. haze		3. RELATIVE WIND DIRECTION AND VELOCITY 345/32 knots		4. TEMPERATURE RUNWAY 52°F OUTSIDE AIR 59°F		5. DOW POINT 52°F	
6. ALTITUDE SETTING 30.44		7. OTHER WEATHER CONDITIONS (Winds aloft, icing level, sea state, density altitude, as appropriate) Sea State - Slight Density Altitude - 370 ft.							

PART III ADDITIONAL INFORMATION			
PART	SECTION	ITEM	REMARKS
III	1	Copy	1cc NPRO ST. LOUIS
			2. COPY DISTRIBUTION
			2 CC NAVAVSAFECON DIRECT (AAR)
			1 CC BUMPS DIRECT (AAR)
			1 cc COMCVM-6
			1 cc CO USS AMERICA
			1 cc COMCARDIV FOUR
			1 cc COMSIXTH FLEET
			1 cc COMFAIRMED
			1 cc COMFAIRNOVA
			1 cc COMNAVATRIANT
			1 cc CO VF-102
			8. DATE SUBMITTED TO CG 19 February 1967
COST DAMAGE TO:		3. GOVERNMENT PROPERTY Unknown	
		4. PRIVATE PROPERTY None	

PART IV SIGNATURES OF THE BOARD

(b) (6)

SPECIAL HANDLING REQUIRED
in accordance with
PARA 66 OPNAVINST 3750.6E

PART IV THE ACCIDENT

1. At approximately 2220 A on 1 February 1967 LCDR Jerome C. DARENZI and his WFO ENS Donald MANLOVE were launched from the inboard waist, number three, catapult of the USS AMERICA (CVA-66) on a night air intercept training mission. The launch appeared normal in all respects. Shortly after launch briefly observers saw the aircraft began to lose altitude. The pilot was told to pull up. The aircraft was seen to climb briefly but then again it started a descent. The pilot was again told to pull up. The pilot reacted by selecting afterburners and rotating the aircraft to a higher nose up attitude. Shortly thereafter the crew ejected and were picked up by the airborne rescue helicopter. Both crewman were returned on board USS AMERICA approximately fifteen minutes after the launch and neither one sustained injuries as result of the accident.
2. The pilotless aircraft continued to fly for approximately 10 minutes after ejection of the crew and subsequently crashed into the sea approximately 6 miles from the ship off the port quarter.

SPECIAL HANDLING REQUIRED
in accordance with
PARA 66 OPNAVINST 3750.6E

PART VI DAMAGE TO THE AIRCRAFT

1. The aircraft crashed into the water approximately SIX miles off the port quarter of USS AMERICA (CVA-66). No debris of any kind was recovered.

SPECIAL HANDLING REQUIRED
in accordance with
PARA 66 OPNAVINST 3750.6E

PART VII INVESTIGATION AND ANALYSIS

(b) (5)



SPECIAL HANDLING REQUIRED
in accordance with
PARA 66 OPNAVINST 3750.6E

(b) (5)

PARA 66 OPNAVINST 3700.6E

(b) (5)

SPECIAL HANDLING REQUIRED
In accordance with
PARA 66 OPNAVINST 3750.6E

PART VIII CONCLUSIONS

(b) (5)

SPECIAL HANDLING REQUIRED
in accordance with
PARA 66 OPNAVINST 3750.6E

IX RECOMMENDATIONS

(b) (5)

SPECIAL HANDLING REQUIRED
in accordance with
PARA 66 OPNAVINST 3750.6E

ORIGINAL

VF-102 AAR 2-67A

AIRCRAFT ACCIDENT REPORT

INDEX TO ENCLOSURES

1. Statement of the Pilot, LCDR J. C. BARENTI
2. Statement of the NFO, ENS D. N. MANLOVE
3. Statement of the Air Boss, CDR M. A. CASTRUCCIO
4. Statement of the PriFly Observer, AQP3 W. M. CARVER
5. Statement of LT D. B. NICHOLS
6. Statement of the Catapult Officer, LT R. A. HENRY
7. Previous AJB-3 Failure Message
8. Statement of the Maintenance Officer, LCDR R. S. MAGNUS
9. Taped interview with the Pilot, LCDR J. C. BARENTI

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6E SERIES

All statements withheld
under exemption (b)(5).

The Medical Officer's
Reports were withheld
entirely under
exemptions (b)(5)
and/or (b)6) of the
FOIA.

NNNN

10ZCAASC596CZCCLA216

PFTE JAW RUCIYHR0576 0331055-EEEE--RUCILSA.

DE RUTKRE0009 0330237

ZNY EEEEE

P 020037Z FEB 67

FM USS AMERICA

TO RUCIJDA/CNO

RUCILSA/NAVAL AVIATION SAFETY CENTER

FUEDBHBLZBQKAVAIRSYSCOM

INFO ZEN/CTF SKH ZERO

RUTPRCCOM SIXTHFLT

RUCINBA/COMFAIRNORVA

RUCILMA/COMNAVAIRLANT

RUCIHHA/1st & 5. LOUIS

RUCILAKA/REPLACEMENT CARRIER AIR WING FOUR

RUCWJAPA/REPLACEMENT CARRIER AIR WING ONESNWO

RUCFRF/COMFAIRMED

BT

UNCLAS E F T O

UNCLWU FOR OFFICIAL USE ONLY

PRELIMINARY AND SUPPLEMENTARY MSG REPORT OF ACFT ACCIDENT

A. OPNAVINSTH63752.6

1. F-4B BUNC 152207, VF-122

2. 1 FEB 67 APPROX 2220A, IONIAN SEA

MED

PAGE TWO RUTKRE0009 UNCLAS E F T O

3. NITE INTERCEPT

4. ALFA, ACFT LOST AT SEA

5. NORMAL NITE CAT LAUNCH

H. PILOT STATED POST LAUNCH GYRO
ROTATION TO 10 DEGREES APPEARED NORMAL. WHILE MAINTAINING AN
INDICATED 10 DEGREES CLIMB ON AJB-3 ACFT WAS
SEEN BY TOWER PERS TO BE DESCENDING. PILOT TOLD TO PULL UP.
ACFT SEEN TO COMMENCE CLIMB THEN AGAIN DESCEND. WARNED AGAIN
BY TOWER TO CLIMB. PILOT REACTED BY SELECTION. BURNER
AND ROTATING ACFT TO GREATER NOSE UP ATTITUDE. STATED BOTH
AJB-3 AND STANDBY GYRO INDICATE 10 DEGREES NOSE UP AND DID
NOT IN

WCOATE A CHANGE IN NOSE ATTITUDE DURING ROTATION.
TOWER OBSERVERS STATED ACFT APPEARED TO ROTATE TO A STEEP
NOSE HIGH ATTITUDE. PILOT NEXT NOTED AIRFRAME SHUDDER AND WINGNL

ROCK, INE

MED RIO TO EJECT AND FOLLOWED IMMEDIATELY THEREAFTER.
POSIT APPROX 3 MILES AHEAD OF SHIP. ACFT RCVSHED IN SEA APPROX
6 MILES ASTERN 10 MINUTES AFTER EJECTION.

6. BARENTI, JEROME C., LCDR, 81310, (b) (6) USN NCTPYE CVM-SIX
NO INJURY

7. NFO MANLOVE, DONALD KWYL ENS, 1325, (b) (6), USNR ACTIVE VF-102
NO INJURY

PAGE THREE RUTKRE0009 UNCLAS E F T O

8. N.A.

9. BOTH EJECTION SEATS AND SURVIVAL EQUIP FUNCTIONED NORMALLY.
HELICOPTER PICKUP NORMAL. WX CLEAR VIS 6 MILES HAZE NO MOON SEA STATE 1.

TEMP 53F. DEW POINT 51F

BT

48 152207

VF-102

2-1-67

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